BUSINESS OF THE RAILWAYS

East-Bound Freight Traffic Very Heavy Last Week, but West-Bound Light.

Local Lines Suffering for a Lack of Cars-Large Shipments of Grain for Export-Passenger Rates Shaded Through Scalpers.

The train records show that in the week ending Dec. 5, there were 1,225 more loaded cars received and forwarded at Indianapolis than in the week preceding, and within 175 cars of the corresponding week of 1890, in which the loaded car movement was the largest on record over Indianapolis lines. Only a lack of cars to supply the demand prevented the business of last week exceeding that of any former week in the history of the roads. With east-and-west lines, through business eastward is fully 33 per cent. heavier than westward. The old Bee-line division of the Big Four, for instance, forwarded from this point 1,268, and brought in 779 loaded cars; the St. Louis division brought in from the West and forwarded 825 loaded cars: the Vandalia brought in 1,226 and forwarded 854 loaded cars. With the Indianapolis division of the Pennsylvania lines the movement was more even-905 forwarded, against 869 brought in. While the shipments eastward are made up largely of grain for export there is a healthy movement of grain and flour to the Middle and New England States and quite a tonnage of cotton moving eastward. Export grain shipments continue heavy beyond precedent, and an increased movement of flour for export is noticeable. Export shipments of cattle are lighter than for some months preceding, while ship-ments of live stock to Eastern markets, especially of hogs, were never heavier. West-bound tonnage is down to a minimum, as usual in December. Merchants all over the West and Northwest are, as the year near its close, limiting their purchases to actual requirements. Local traffic averages well with former years. The hog crop is moving briskly. The lumber-dealers, and stave, and heading manufacturers are all busy. The mild weather admits of the produce men receiving and shipping fruits, vegetables, etc., without danger, and they are improving the opportunity. Indianapolis manufacturers, in nearly all lines, are crowded with work, and this taxes the roads to furnish cars promptly, so great is the demand for cars to move the crops. Local agents, how-Indianapolis shippers. Below is given the number of loaded cars received and forwarded at this point for the week ending Dec. 5, as compared with the corresponding week of the preceding three years: Local Local

Name of Road.	891	sgos,	aded cars,	B88s
L., N. A. & C., Air-line	366	425	300	322
I. D. & W	407	429	376	402
C., H. & D. (Ind'p'l's div	.) 972		743	706
L. E. & W	612	599	523	503
(I. & V	330	- 656	469	615
Penn's lines J. M. & I		1,171	887	822
Cinic godi		785		355
(Corb's di			1,574	1,651
Peoria & East di			660	712
Eastern Westdi				741
Chicago di			1,727	2,079
Big Four Cl'e'n'atidi			2,244	2,392
lines St. Louis di				1,804
Cl'v'l'nd di		1,901	2,065	1,923
Vandalia	2,080	2,352	2,459	2,217
Totals		20,489		
Empty cars	4,663	4,878	4,666	4,907
Total movement	24,968	25,367	21,583	22,151

Last week the Vandalia line brought to the Indianapolis market 182 car-loads of live stock, mostly from points on its own

There were handled at the city freight depots of the Pennsylvania lines in Novem-ber 35,210,239 pounds of freight, against 34,-226,056 pounds in November, 1890.

An idea of the business doing on the Chicago division of the Big Four lines is shown in the official statement that on Thursday last 898 loaded cars were handled, on Friday 932 loaded cars, and on Saturday 1,002 loaded cars.

In the month of November there were received and forwarded at Indianapolis a to-tal of 108,792 cars, of which number 88,414 were loaded, against a total of 104,790 cars in November, 1890, of which number 86,850 were loaded; increase this year in loaded cars, 1,564.

Passenger Affairs Shaky.

Passenger affairs with the Eastern and Western trunk lines have become so badly demoralized that Commissioner Farmer, of the Eastern trunk lines, and Commissioners Blanchard and Donald, of the Central Traffic territory lines, are unable to deal with the matter, and it has been placed in the hands of the executive committee. It is stated that the New York Central and Pennsylvania lines are the only ones maintaining rates. Paying commissions and working through scalpers are said to be at the bottom of the troubles. The New York Sun says: "The ticket-brokers are fairly leveling in the big commissions, which are now larger than have been paid for several years on the higher classes of business. They are getting a uniform commission of \$4 on all classes of tickets from New York to Chicago. The brokers got so rayenous over their good fortune that they began to cut rates themselves, each being greedy to get the biggest share of the business. For example, one broker would allow a passenger 50 cents oft on his ticket, which would reduce the broker's profit to \$3.50 on a Chicago ticket. Other brokers followed with perhaps 60 or 75 cents off to the purchaser. Finally the brokers concluded that it was foolish to waste their profits in this city, they have combined and entered into an agreement to maintain rates, railroad fashion. They hold meetings several times a week, and their wrangles form quite a parody on the sessions of the companies. It the companies would really maintain rates and give no concessions whatever to outsiders the brokers would not live long. A commission of \$15 is allowed on immigrant tickets by certain routes to the Pacific coast. Of course this is shared by the various companies interested. The Western transcontinental lines are aggravating things by making deals with the agents here for turning over all their passengers at an agreed commission, which is, naturally, a little better than the agents would otherwise get."

How Huntington Views the Texas Laws. James B. Simpson, of Dallas, Tex., has received the following letter from C. P.

Huntington, of New York: "Very likely you have valuable franchises, or what you would consider to be valuable in almost any other State than Texas, but while there are many places in Texas where we would like to build some railroads, mostly short ones, we cannot do anything so long as the dis-position exists that now seems to in Texas. That is, to do all the harm they can to this kind of property, and 1 think my views are shared by all people who have money to invest. No one is disposed to create property which, after being created, is not to be controlled by ownership. Of course, we all expect to be subject to the police regulations and to pay the taxes of any State, even as other property, but whenever anything is done beyond that it checks this kind of improvement, and where it approaches so near confiscation as the sentiment of Texas tends, it entirely prevents capital from being invested. I think there is no road in Texas that is to-day earning its operating and fixed charges. Every road, think, has been or is in the hands of a receiver. Excepting our east-and-west line, which is supported by business going entirely through the State, which business could also be sent another way and would be so sent excepting that we believe the people of Texas will some time take sober second thought and treat railroads as they do New York Commercial Advertiser.

day, and I believe it will. I think no other people are suffering so much from an unwise policy, persistently pursued, as are the people of your State."

Personal, Local and General Notes. The Wabash earned in November \$1,203,-980; increase over November, 1890, \$127,088. The Brooks locomotive-works last week turned out its two-thousandth locomotive, and it went to the Nickel-plate road. O. P. McCarty, general passenger agent of the Baltimore & Ohio Sonthwestern lines, spent Sunday with friends in this

The headquarters of J. N. Robinson, traveling passenger agent of the Northern Pacific, have been removed from Chicago to Milwankee.

The local freight agents will hold their regular monthly meeting to-day at the office of J. B. Eckman, secretary of the inspection bureau. R. F. Goodman, superintendent of the Buffalo Creek road, has resigned to accept

a position on a Western road, with headquarters at Chicago. Chairman Walker has asked the six commissioners of the Western Traffic Association to meet for an important conference

on Dec. 15, at Chicago. Several large factories have recently been located at Connersville. Arrange-ments are being made to reach them by the

Big Four and the C., H. & D. The Milwaukee car-wheel-works have bought a site in St. Paul and will move their works there. They will locate on the west side of the river and will employ three

hundred men. A man from the C., B. & Q. will succeed A. A. Bowman as superintendent of termi-nals at Chicago, and a trainmaster and set of dispatchers will take charge of the C. &

The C., C., C. & St. L. (Big Four) has declared a quarterly dividend of 14 per cent. on its preferred stock, payable Jan. 2, and a semi-annual dividend of 14 per cent. on its common stock, payable Jan. 11.

The Louisville, New Albany & Chicago has placed contracts with the Ohio Falls car-works for seven hundred cars, five hundred box and two hundred coal cars. A busy winter is promised at these works. George Dimick, division roadmaster on the Lake Shore road, has resigned, to become general roadmaster of the Columbus & Hocking Valley road. On the Lake Shore road he is succeeded by Inspector Stout. L. M. Schwan has been elected one of the vice-presidents of the Erie company,

Nelson Robinson declining to serve. Mr. Schwan has been secretary of the company for many years, and deserved promotion. The private car of Wm. R. McKeen, president of the Vandalia road, No. 28, will be out of the shops in a few days, rebuilt in such a manner as to place it among the most convenient and elegant private cars on Western roads.

F. S. Chandler has been appointed secretary of the Toledo, Ann Arbor & North Michigan road. Mr. Chandler entered the service of the company ten years ago as office boy, and the second year reached an important clerkship.

The Louisville, Evansville & St. Louis company is having a bad time with the Georgetown tunuel. Since the wood-work was burned out it is caving badly, and no trains can be run through it. Passengers are transferred around it. Joseph Sanger, who for years was secre-tary of the National Yardmasters' Mutual

Benefit Association, is spending a few days in the city. This week he will be the guest of J. Q. Hicks, general yardmaster of the Big Four at this point. There are now but sixteen inmates at the

hospital of the Wabash road in Peru, Ind., the smallest number in many months. There has been an unusual exemption from accidents and illness among the employes of this road the present year.

C. C. McNeil, who for some years has been agent of the Flint & Pere Marquette road at Manistee, has been appointed com-mercial agent of the company, with head-quarters at Toledo. His territory covers Indianapolis and Cincinnati. An idea of the business that the Columbus & Hocking Valley road is doing is shown in the official statement that 96,076 cars were handled on the system in November. Seventy per cent. of the traffic of the

road at the present time is coal. The Big Four will soon construct a switch to Huston's marble quarries, near Laurel, on the Whitewater division. The distance is four miles. Mr. Huston agrees to ship one thousand cars of stone per year.
A switch of about the same length will also be constructed to the Secrest quarries,

under a like contract. The most reliable information obtainable indicates that the heavy purchases of common stock of the Ohio & Mississippi road were made by parties who are confident of the success of the London plan regarding this property. It is claimed that the friends of the plan now have under control nearly \$20,000,000 out of \$24,000,000 of this

class of stock. M. S. Conners will sever his connection with the Chicago & Eastern Illinois road Dec. 15, and will be succeeded by M. Stillwell as superintendent of transportation. The office (superintendent) will be abolished. Mr. Connors will become superintendent of the southern division of the Hocking Valley road, with headquarters at Columbus, O.

The snow blockade of the Northern Pacific and Great Northern in North Dakota has been raised and trains are now running practically on time. The Great Northern train due in St. Paul at 6:10 Saturday evening was four hours late, that being delayed more than any other train. The Northern Pacific train due at 5:50 P. M. was lifty minutes late. All other trains were reported

Robert O. Cumback, a resident of In dispapolis for fifteen years past, until eighteen months ago, when he removed to St. Joe, Mo., and took charge of the repair shops of the Santa Fe Terminal railroad at that place as foreman, was recently tendered, and accepted, the master mechanic-ship of the Midland railroad in this State, and has entered upon the duties of his position, with headquarters at Lebanon.

The committee of English holders of Ohio & Mississippi bonds have obtained a legal opinion on the validity of the English vote in electing three directors charged to carry the policy of union with the Baltimore & Ohio. The counsel they have employed advises them that there is not the slightest doubt of the legality of the vote and that if the case is carried to way, and, for probably the first time in this | the courts the English bondholders are sure to triumph.

All Eastern ticket agents, except those on the Pennsylvania system west of Pitteburg, have been notified by General Passenger Agent Eustis that the Burlington will openly pay all vouchers for ticket sales on and after Dec. 1. An exception is made of the Pennsylvania Company, because of the traffic arrangement existing between the two roads. All the Western lines are following the example of the Burlington, but without making an exception of the Pennsylvania.

Curiosity about the intentions of the par-ties who bought the middle division of the Cincinnati, Jackson & Mackinaw road is at last satisfied. The parties failed to pay the second installment of \$100,000, and have forfeited their right to the road, losing the deposit of \$15,000. This division will now be resold, and the reorganization committee will have an opportunity to secure it at their own price. Thereupon the lease, as proposed a few weeks ago, to the Cincinnati, Hamilton & Dayton Railroad Com-pany will doubtless be executed.

J. V. McNeale, auditor of the Indianapolis, Decatur & Western, states that the report of a receiver for this road is misleading. The receiver was appointed for the fund voted by Center township to the I. & I., C. (now the I., D. & W.) This fund is now in litigation, but has recently been decided to belong to the railway, and it is to get control of this fund that the receivership was asked and granted. It does not involve the management of the railway or its status towards its security holders

The friends of B. S. Sutton, superintendent of the Whitewater division of the Big Four line, are urging President Ingalls. General Manager Ramsey and General Superintendent Peck, to appoint him superintendent of the Indianapolis division. Mr. Sutton has been in the employ of the Big Four more than twenty years, and in every position has given entire satisfaction. Under his management of the Whitewater the road has been laid with steel, new bridges built and everything put in firstclass shape. During this time the earnings of the road have been increasing.

> ---Sir Edwin's Pluck.

his climbing 15,000 feet to the summit of Fuji San, in Japan, and writing on the edge of the crater a pictureque poem of ninety-two lines in order to win a wager made with a woman. Sir Edwin seems to have some sporting blood as well as the spark divine.

THE TEMPLE OF HEAVEN. Its Ruins Prophetic of the Fate of the Man-

chu Dynasty of China.

Pekin Letter, Sept. 28. The outward appearance of this mean, di-lapidated and filthy city gives a fairly accurate representation of the internal state of the government of China, which is rotten at the core. The Emperor is virtually a prisoner in the forbidden city, he knows nothing of the outside world which his attendants do not see fit to tell him, and any obstinate insistance on his right to free action and free intercourse with for-

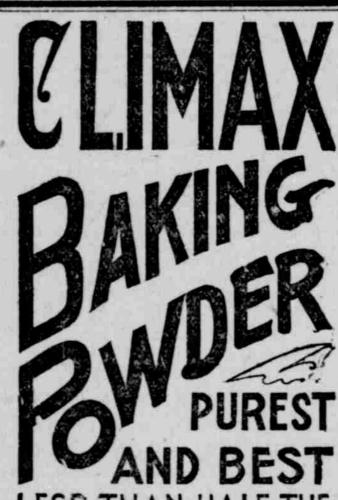
of those sudden and mysterious maladies which have been fatal to more than one of his predecessors. The Temple of Heaven lies in ruins, struck into conflagration by a flash of lightning last year. Rare timbers are now being imported from all parts of the Eastern world for its restoration; but to the eyes of the Chinese populace, perhaps to those of the monarch himself, certainly to those of most intelligent foreigners who have had much experience in this country, that ruined temple stands as a sign and omen of the

downfall of the dynasty.
"It has lasted," say the people, "about three hundred years, and that is the average time of life of Chinese dynasties." Sooner or later a insurrection must take place, and when the time arrives it is to be hoped that no consideration of temporary commercial loss will lead the Western powers to lend their funds and forces to bolster up a government which shows in every department such unmistakable signs of irremediable decrepitude.

There is no foreign settlement in Pekin, and the two hundred or so of Europeans residing here are scattered about in various parts of the Tartar city, their homes being often Chinese houses or even temples adapted internally to the requirements of Western life. This dispersion of residence makes it impossible for foreigners to combine for self-protection as at the treaty ports, but their homes being less conspicuous, and at the same time closely connected with native property, are less liable to attack, and it is the general opinion that until there is an insurrection in the country the Europeans in Pekin have little to

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DIED. BROWN-James W. Brown, at his residen the city, Saturday morning, Dec. 5, 1891 Notice of funeral later. STEEP-J. P., Sunday, Dec. 6, at 8 p. m., at 6 North Mississippi street, aged forty-five years.

FUNERAL NOTICE. McKERNAN-Funeral of Jos. V. McKernan will take place at 9 o'clock Wednesday morning, Dec. 9, from St. John's Church. Will leave the residence. 282 North Illinois, at 8:30 sharp. SOCIETY NOTICES.

FASONIC-ANCIENT LANDMARKS LODGE M No. 319, F. & A. M. Regular stated meeting this (Monday) evening, at 7:30 o'clock. Election of officers for ensuing year and other business of in portance. A full attendance is desired. W. S. RICH, W. M. CHARLES LILLY, Secretary.

WANTED-MALE HELP. MALE HELP - MACHINISTS KEEP AWAY from Frog and Switch works. WANTED-AGENTS.

WANTED AGENTS-AGENTS FOR LIVE. stock insurance in any part of the State. B. M. RALSTON, Indianapolis. WANTED-MISCELLANEOUS. WANTED-SALESMEN TO SELL GOODS TO merchants by sample; big pay for workers; permanent situation; chance to build a fine trade. Inclose stamp. MODEL MANUFACTURING CO., South Bend, Ind.

NOTICE. VOTICE TO THIEVES-WILL THE THIEF who snatched pocket-book from lady at corner Illinois and New York streets, Saturday night, oblige her by keeping the money and returning key ank book to 79 East Court street!

NOTICE-A FINE ART EXHIBIT. Mr. J. D. Aarons, of London, England, member of the British Society of Artists, will have on exhibition our Art Gallery a collection of water-color paintings his recent productions. The citizens of Indianapol and vicinity are respectfully invited to attend the ex-hibit, commencing Monday, Dec. 7, and closing

Saturday, Dec. 12.
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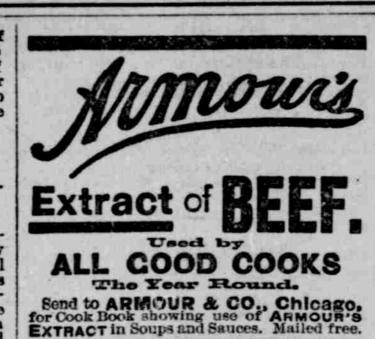
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AUCTION SALE.

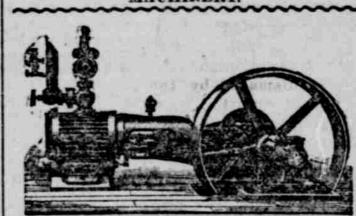
UCTION - - ALE OF WELL-KEPT FURNI. ture, carpets, etc. We will sell on Monday morn ng. Dec. 7, at 9:30 o'clock, at the residence, No. 97 North New Jersey street, four choice bedroom suites, two extra fine antique oak sixteenth century bed om suites with cheval dressers, one antique oak bedroom suite, one sixteenth century bedroom suite; Brussels, ingrain and stair carpets; matting, oak center table, oak rockers, two twelve-piece toilet sets, six cotton-top matresses, cane seat chairs, bed springs, red and white wool blankets, extra fine comforts, choice bed spreads, feather pillows, bowls and pitchers, etc., etc. These goods are all of extra quality, having been used but a short time. Sale positive, GUSTIN & MCCURDY, Auctioneers.

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